O cubic II cubic N cubic mot-re.. metre. metre,

0-0709 x 7'OCOa= 0-50 cubic metre COa containing ()•»() 0-0709X 18-0CO rrrl-28 „ CO „ '

(HM 0-0709 X 1-20H4=()-08 „ OH< „ — Ovl<> .....-

1 -80 cubic metre C-containing gas 0-0709X 15-0 II =!

•()() ,, II gjus • - —

J'OfJ — 0'070:-)X 0-3 0 = 0-<)2 „

O "„ . . 0-02 — 0-0709X58-5

1ST s=4'15 ,, N ,, . ,

..... - — -M5

4- 15 cubic Differe nce Jt' derive d	7 '09 cubic, niotro gus metre N from air is accompanied by . from 1 IyO corresponds to In consequence there remains	1-1(5 1-22 4-U> 1*10,5 0-055 0-050X2 ()' 11 II I'll Ha

which originates from the din til lat ion #a.s.

It appears from this as if the steam addition to tho air for gasification, O'll cubic metre, had been much too small.

This conclusion, however, could have been como to earlier, and it will also later turn out to be erroneous.

The gas exhibits a very high content of 11^, and therefore a very high combustible value would bo expected, instead of which it shows the opposite4. Further, it exhibits a much too high N content, which points to a large surplus of air. From this it could be inferred that tho depth of the bod of fuel had been too small, but this, however, is carefully avoided in modern gas producer construction. Thus thorn are, a quantity of contradictions to be cleared up, and to reconcile theme, involves the trouble of a lengthy check calculation.

First, there should be ascertained the theoretical combustible value, which would have resulted from the fuel employed.

Correction for II({ C-content in diH-
tillation gaB. Hence 0 in yteam-air gas.

('•poorest. I

MflttXMl l-28r.bm. IIj 1-28 II,/xO*2r..()-2r>0 kg. <•

L~-0-2f>(>. 0-7«H kg. ('

(Srirht'Hl DiHUUntiim (Jiw.

1-09X1-U l'2l cbm. II i"21xO-2;j 0-278 kg. (\

I —()-278^0-7lil! kg. (.]